

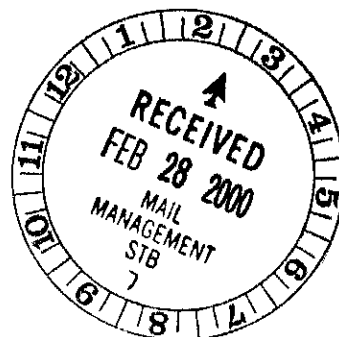
Date: Feb.22,2000

Mr. Vernon A. Williams
Surface Transportation Board
Office of the Secretary – Case Control Unit
Attn. STB Ex Parte No. 582
1925 K Street, N.W.
Washington, D.C. 20423 - 0001

Office of the Secretary

FEB 29 2000

Public Record



Dear Sir:

Norcom/CDT is a manufacturer of communication wire and cable company that is a user of rail service in the U.S. and Canada. We have a warehouse in Memphis, Tenn. and have used CN/IC as a carrier. We would only use them if we felt they could meet our expectations in service and cost. The purpose of this letter is to comment on the issues to be discussed on March 8, 2000 in Ex Parte 582.

We encourage the Surface Transportation Board to focus on whether the proposed CN-BNSF is good for shippers, not on potential downstream effects. The CN-BNSF combination should be judged on its merit and if other carriers propose mergers, then these cases should be evaluated on their merits.

The timing of the proposed CN-BNSF combination is not the central issue for Norcom/CDT. A shipper's concern is service. Recent mergers have failed on service, not because of timing. Accordingly, the STB should focus on ensuring that CN-BNSF combination, and any other future mergers, will deliver service.

The STB has a comprehensive process to evaluate railroad transactions and protect the public interest. It should fairly evaluate the CN-BNSF combination according to that process. Do not let other railroads use the STB process to protect themselves and not shippers. Our countries were built on competition and as a shipper we have found that this is what keeps cost down and service up.

Sincerely,

Gordon Campbell
Manager – Logistics
NORCOM/CDT
700 Gardiners Rd.
Kingston, On
K7M 3Y1